SB631027 + SB631029 POSTED

Service Engineering Summary

To: Honda Field Service March 16, 2002

From: Service Engineering

Subject: March Tech Line Information

Tech Line Summary for Dealer Distribution

General 3/02

2003 Civic SI – Monroney sticker parts content information

The parts content information listed on the 2003 Civic SI Monroney sticker is the parts content information for the entire Civic model line (carline). This includes Civics manufactured in Japan, Canada, United States, England and other countries. (rm, sn)

PARTS CONTENT INFORMATION
FOR VEHICLES IN THIS CARLINE
U.S./Canadian Parts Content: **70%**
Major Sources of Foreign Parts Content:
JAPAN 20%
NOTE: Parts content does not include final assembly, distribution or other non-parts costs.

FOR THIS VEHICLE
Final Assembly Point:
SWINDON,WILTSHIRE,ENGLAND
Country of Origin: Engine: **JAPAN**
Transmission: **JAPAN**

2002 Odyssey – Vehicle Identification Number error in Service Manual

The Vehicle Identification Number (VIN) decoder on page 1-5 of the 1999-2002 Odyssey Service Manual is incomplete. Add the following information to all copies of the Odyssey Service Manual (dm, sn)

Current Service Manual	Proposed Service Manual
h. Serial Number 500001 - :U.S. Model 000001 - :Canadian Model	**h. Serial Number** 500001 - : U.S. Model 000001 -: Canada Model (2HKRL) 000001 -: U.S. Model (5FNRL)

10 total
2 coded

PGM Tester software SN211 Capabilities and Limitations

1997-2001 Civic – The VIN entry screen only lists 1HG, it does not contain 2HG and JHM prefixes. Enter the VIN manually to use the PGM Tester on these vechicles.
EVAP Function Test – If the Evaporative System Function Test results in an error message that says "Fuel vapor flow too high or too much fuel in tank", check the fuel level. If the fuel level is below Full, see if the Purge Control Solenoid (PCS) is sticking or leaking. If the PCS is faulty, replace the PCS.

PGM Tester – Data Transfer Module error message

If the PGM Tester stops sending data and the screen says, "TRANSFER ABORTED" when sending data through the Data Transfer Module (DTM), it means that the Tech Line computer detected an abnormal data bit and hung up. The abnormality can be in the PGM Tester software or in the captured data.

If the data was difficult to duplicate and capture you must print your trigger point data and fax it to Tech Line at 310 783-3530 with your Tech Line reference number. If the data was easy to duplicate, reload PGM Tester software version SN211, recapture the data and send it again. Reloading the PGM Tester software seems to correct these data bit abnormalities. (eb, sn)

International Phonetic Alphabet

To reduce the length of time you are on the phone calling Tech Line, use the following International Phonetic Alphabet. Using words like Alpha, Bravo and Charlie will prevent confusion between similar sounding letters like "m" and "n" and "b" and "c". Not having to repeat letters will improve accuracy and save time. (rw, sn)

A – Alpha	N - November
B – Bravo	O - Oscar
C – Charlie	P - Papa
D – Delta	Q - Quebec
E – Echo	R - Romeo
F – Foxtrot	S - Sierra
G – Golf	T - Tango
H - Hotel	U - Uniform
I - India	V - Victor
J - Juliet	W - Whiskey
K - Kilo	X - X- ray
L - Lima	Y - Yankee
M - Mike	Z - Zulu

Engine S8631027 3/02

1994-2002 Accord w/VTEC – Hesitation at high engine speed
1992-2002 Civic w/VTEC
1993-2001 Prelude w/VTEC
1999-2002 Odyssey
2000-2002 Insight
2000-2002 S2000

Qced SC
MAY 0 2 2002

Low engine oil level, a dented oil pan contacting the oil pick-up screen or other oil flow restrictions can cause a hesitation at high engine speeds on all VTEC models. This hesitation usually occurs under the following conditions:

When the throttle opening, vehicle speed, coolant temperature and RPM indicate VTEC is needed, the ECM/PCM turns the VTEC solenoid ON.

- As soon as the VTEC solenoid is turned ON, oil pressure should immediately turn the VTEC pressure switch OFF
- If the VTEC pressure switch does not turn OFF immediately, the ECM/PCM will command Fuel Cut OFF and turn all of the injectors OFF
- When the ECM/PCM sees the VTEC solenoid ON and the VTEC pressure switch ON, the ECM/PCM normally sets DTC P1259. But if the VTEC pressure switch changes from ON to OFF before the DTC sets, the engine will hesitate, then run normally

The customer complaint will be a brief hesitation when accelerating. The cause of this hesitation is Fuel Cut OFF caused by low or delayed oil pressure. To correct this hesitation, check and correct the oil level or oil supply problem. (rt, sn) #631027

2001 CR-V – DTC P0131, heated oxygen sensor

If PGM Tester currently shows a low Primary HO2S voltage, disconnect the sensor and recheck the Primary HO2S voltage. The voltage should be approximately 3.80 volts, if voltage is lower than 3.80 volts check the HO2S connector for oil contamination. If the connector is clean, install a known good ECM/PCM. (ed, sn)

Transmission 3/02

1999-2000 Civic SI – Excess clearance between synchronizer and hub

If the transmission appears to have too much clearance between the synchronizer and the hub when performing Service Bulletin 01-082, Grinds at upshifts, check to see if you are using the correct section of the Service Manual. The Civic SI S4C transmission is in a separate section of the Service Manual. Do not use the S40 transmission section that applies to all models except SI. (pl, sn)

Body

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1998-2002 Accord – Creaking, ticking noise at glove compartment

If the hook shaped dash support bracket (above the dash support tube) hits the right "A" pillar, it can cause a creaking or ticking noise from the right side of the dash. This noise can be intermittent and/or temperature related.

To silence this noise, remove the passenger's fuse box cover and look upward under the dash. If the hook is touching the "A" pillar, insert a long screwdriver between the hook shaped bracket and the body and bend it slightly to provide clearance. (Andy Lee, Honda of Serramonte, sn) #631029

Accessories

3/02

2002 CR-V – Fog lights and cruise control switches do not operate properly

During foglight installation it is very easy to misconnect the blue foglight switch connector and gray cruise control connector. The connectors and switches are identical (except color) so the foglight switch will operate the cruise control and the cruise control switch will operate the foglights with the following additional symptoms:

- The cruise control is inoperative unless the foglight switch is also ON
- The cruise control power indicator only illuminates when the headlights are ON
- The foglights are inoperative unless the cruise control switch is also ON
- The foglight switch indicator only illuminates when the switch and ignition are turned ON (tj, sn)